



TGA ASSOCIATION MANAGEMENT SOLUTIONS, LLC

TO: Railway Systems Suppliers, Inc. (“RSSI”)
FROM: TGA Association Management Solutions, LLC (“TGA AMS”)
RE: Monthly Legislative Report for May 2022
DATE: June 1, 2022

KEY UPDATES

- House T&I Committee held a contentious STB hearing on May 12
- FY2023 Transportation Appropriations process continued (which funds programs for next fiscal year beginning October 1, 2022)
- Federal discretionary grants:
 - FRA CRISI grant awards began to leak out in late May (official announcement to come this week)
 - USDOT combined NOFO for INFRA, Megaprojects and Rural Surface Transportation grants were due May 23

FY2023 APPROPRIATIONS

- President Biden submitted his FY2023 budget request to Congress on March 28
 - House and Senate Appropriations Committees are working through their annual appropriations processes
- See Final FY22 Appropriations table below for more details:

	FY22 House	FY22 Senate	Omni FY22	IJA FY22	Total FY22
TIGER/BUILD/RAISE	\$1.2b	\$1.09b	\$775m	\$1.5b	\$2.275b
FRA including Amtrak	\$2.7b	\$2.7b	\$2.33b	\$4.4b	\$6.73b
<i>CRISI</i>	\$500m	\$522.8m	\$625m	\$1b	\$1.625b
<i>Fed-State SOGR Partnership</i>	\$0	\$220m	\$100m	\$7.2b	\$7.3b
<i>PRIME grants</i>	\$625m	\$0	\$0	\$0	\$0
<i>Rail Restoration/Enhancement</i>	\$0	\$2m	\$0	\$50m	\$50m
<i>MagLev</i>	\$5m	\$0	\$0	\$0	\$0
RRIF CRP Subsidy	\$0	\$10m	\$0	\$50m	\$50m
Section 130 grade crossing set-aside	\$245m	\$245m	-	\$245m	\$245m
<i>Grade crossing elimination</i>			-	\$600m	\$600m
FTA New Starts	\$2.5b	\$2.25b	\$2.25b	\$1.6b	\$3.85b
FTA Formula funds	\$12.8b	\$10.8b	-	\$13.355b	\$13.355b
WMATA Special Appropriation	\$150m	\$150m	\$150m	-	\$150m

BUILD BACK BETTER (BBB) ACT/BUDGET RECONCILIATION

- Budget reconciliation is a process through which only requires 50+1 votes in the Senate that Democrats are attempting to push many social spending programs
- On May 27, it was reported that Senator Joe Manchin (D-WV) is in talks with Senate Majority Leader Chuck Schumer (D-NY) about passing a climate, energy and deficit-reduction package. “The productive spirit of the Manchin-Schumer talks leads some senators to believe a reconciliation bill, with roughly \$300 billion in energy tax credits and \$800 billion in new revenue, is possible”
- As a reminder, the roughly \$1.75 trillion partisan social spending bill, the Build Back Better Act (BBB) was passed by the House on November 19, 2021 on a vote of 220 to 213
 - House-passed bill included \$10 billion for high-speed rail projects

CHINA TRADE & COMPETITIVENESS BILL

- On May 12, the [Conference Committee](#) (107 members) on the Senate-passed [U.S. Innovation & Competition Act](#) (USICA – [S 1260](#) (and [here](#)))-, passed as a Senate Amendment to HR 4521 on 3/28/22 - [vote of 68-28](#)) and the House-passed [America COMPETES Act](#) ([HR 4521](#) (and [here](#))) – passed on 2/4/22 - [vote of 222 to 210](#)) met for the first time. Senator Maria Cantwell (D-WA), Chair of the Senate Commerce, Science, and Transportation Committee, Chaired the meeting. Rep. Eddie Bernice Johnson (D-TX), Chair of the House Science, Space, and Technology Committee, led the House delegation.
 - Senate passed its U.S. Innovation and Competition Act on March 28, 2022 after the House passed its COMPETES Act on February 4, 2022. The bill is aimed at improving supply chain woes and strengthening American competitiveness and trade
 - See summary [here](#) for key provisions and differences in the two bills

SURFACE TRANSPORTATION BOARD

- Current STB members:
 - **Chairman Martin Oberman (Democrat):** Former Chairman of Metra in Chicago. Named STB Chairman at the beginning of the Biden administration
 - **Robert Primus (Democrat):** Career Democratic staffer on Capitol Hill, formerly served as Chief of Staff to Rep. Nanette Barragan (D-CA), Rep. Michael Capuano (D-MA), and Rep. Tony Cardenas (D-CA)
 - **Karen Hedlund (Democrat):** former Obama FRA Deputy Administrator
 - **Vice Chair Patrick Fuchs (Republican):** Former Senate Commerce Committee staffer under Chairman John Thune (R-SD) who is well versed on regulatory issues affecting the railroad industry. He has been very friendly to freight railroads and we know where he stands on the issues
 - **Michelle Schultz (Republican):** Previously spent 14 year in leadership roles with SEPTA and had a career in law before that
- The STB has broad regulatory oversight of railroads and is a key agency to monitor. At the beginning of January, after being confirmed easily by the Senate, STB nominees Michelle Schultz and Robert Primus started their five-year terms on the STB as board members. It represents the first time the board has had its full complement of five members since the 2015 STB Reauthorization Act expanded the board from three to five
- The most high-profile item before the STB this year has been the potential merger between Canadian Pacific and Kansas City Southern, but the board is also still considering several major

rules with huge implications for the railroads: 1) forced access/reciprocal switching and 2) NPRMs on shipper/railroad rate disputes

- On May 6, 2022, the Surface Transportation Board (STB) [announced](#) that it will require certain railroads to submit service recovery plans as well as provide additional data and regular progress reports on rail service, operations, & employment. [BNSF](#), [CSX](#), [Norfolk Southern](#) (NS) & [Union Pacific](#) (UP) have submitted service recovery plans. The plans can also be found [here](#)
- The STB held public meetings on April 26 and 27 to discuss rail service issues
 - Class Is mostly got grilled for how they have handled cargo amid continued supply chain disruptions. STB Chair Oberman made it clear that he’s frustrated with the railroad industry’s excessive delays, fees and failures to ship goods at agreed upon dates and times
- The [STB approved the CSX-Pan Am merger](#) on April 14
- The STB held a [Public Meeting](#) on March 15-16 concerning the forced access/reciprocal switching regulations
 - [AAR statement opposing](#) this effort
 - See the US Department of Justice comments on reciprocal switching [here](#) and other comments [here](#) (type in EP 711 on Docket Number box)
 - Also, see Railway Age article, “[A Primer on Reciprocal Switching.](#)”
 - On March 23, the STB issued a decision allowing supplemental written comments and extending the ex parte communications period in the Reciprocal Switching proceeding. Following the March 15/16 hearing, the [STB decided to allow interested persons to file supplemental written comments](#) limited to issues raised at the hearing or in written materials submitted in response to the Board’s December 28, 2021 notice.
- Regarding CP-KCS, on March 16 the STB noted that CP submitted 2019 baseline GT/M data for CP and KCS lines that is different from data in the Master Segment Table that was submitted. And on Feb 28, CN formally requested, via a [Responsive Application](#), to the STB to divest the parallel Springfield Line to CN’s as a condition of any approval of the proposed CP-KCS merger. CN argued that, “Allowing CP to consolidate control over two routes between Kansas City, on the one hand, and Chicago, Detroit, and Eastern Canada, on the other hand, would diminish competitive alternatives for rail customers—particularly because the CP-KCS application makes clear that CP will favor its existing Chicago-Kansas City route over potential routings involving the parallel Springfield Line.” CN has also intimated that it will invest in the creation of the Kansas City Speedway, if granted control over the line, bringing significant environmental benefits by removing 80,000 trucks a year from the road

INFRASTRUCTURE BILL (IIJA)/BIPARTISAN INFRASTRUCTURE LAW (BIL)

See links below for some helpful summaries of programs and provisions contained in the IIJA/BIL:

WH technical asst guide (NEW)	USDOT BIL NOFO Tracker
Section 130 program BIL fact sheet	Brookings Online Hub
CRS Report on FHWA programs in IIJA	CRS Report on passenger rail programs in IIJA
White House Guidebook	Updated WH Fact Sheet
White House Fact Sheet	USDOT State Fact Sheets
AASHTO IIJA Summary 9 15 2021	APTA IIJA Passenger Rail Investment

ARTBA IJA Summary 8 2 2021	FTA Key Priorities
IJA Summary	CBO Score of IJA
National Association of Regional Councils	Dept. of Energy IJA Fact Sheet
National Association of Counties NACo	T&I Links to Excel Apportionment Charts
APTA IJA Public Transportation Investment	AASHTO Implementation Outline for IJA

- As a reminder, \$1.2 trillion five-year bill was signed into law on November 15
 - Bill includes \$550 billion in new spending
 - \$66 billion for passenger and freight rail
 - \$36B Fed-State Partnership for Intercity Passenger Rail grants
 - \$16B Amtrak National Network
 - \$6B Amtrak NEC
 - \$5B FRA CRISI grants
 - \$3B new FRA rail crossing elimination program
 - \$39 billion for transit
 - \$19.15B increased contract authority for formula funding
 - \$4.75B State of Good Repair
 - \$8B FTA CIG/New Starts
- Other key grant programs in the bill
 - New Megaprojects grant program (freight and passenger rail eligible) funded at \$10B
 - USDOT RAISE (formerly BUILD or TIGER grants) funded at \$7.5B
 - USDOT INFRA grants funded at \$3.2B
 - \$50M/year to subsidize credit risk premium for RRIF loans
- ***Key programs of importance to RSSI**
 - New rail crossing elimination grant program funded at \$3B
 - Section 130 funded at \$245M/year from FY 2022-2026 with several key policy changes:
 - The bill removes the requirement that at least half of the funds set aside for the Section 130 program must be for the installation of protective devices at railway-highway crossings
 - The bill increases the Federal share for projects funded under the Section 130 program from 90 to 100 percent, as well as clarifies that the replacement of functionally obsolete warning devices is an eligible expense
 - The bill also increases the amount of state incentive payment at-grade crossing closures from \$7,500 to \$100,000 and increases the set-aside for compilation and analysis of data from 2 percent up to 8 percent
 - Regarding eligibility, the bill emphasizes eligibility for projects to reduce pedestrian fatalities and injuries from trespassing at grade crossings, and states that it is the sense of Congress that the DOT should, where feasible, coordinate efforts to prevent or reduce trespasser deaths along railroad rights-of-way and at or near railway highway crossings
 - This section also requires the Comptroller General of the United States to submit a report that includes an analysis of the effectiveness of the Section 130 program as a set-aside within HSIP
 - FRA CRISI grants funded at \$5B
 - Expands eligibility to include rehabilitating, remanufacturing, procuring, or overhauling locomotives that result in a significant reduction in emissions; researching, developing, and testing innovative rail technology; and developing and implementing measures to prevent trespassing and reduce injuries and fatalities

- Other key provisions:
 - Codifies the One Federal Decision executive order which streamlines the permitting process by consolidating decision-making processes and expediting deadlines.
 - FRA Railroad Research and Development program funded an average of \$45 million per Fiscal Year
 - Including up to \$4.5 million per FY for grants to establish and maintain a Center of Excellence to advance the safety, efficiency, and reliability of rail
 - Includes a Highway Cost Allocation Study, the first since 1997. This study will help Congress better ensure different highway users, including commercial motor vehicles, cover their fair share of costs to maintain our nation’s roads and bridges
 - Includes National Motor Vehicle Per-Mile User Fee (VMT) Pilot program to demonstrate a national VMT, including for commercial motor vehicles, to restore and maintain long-term solvency of the Highway Trust Fund
 - Establishes an FRA blocked crossings portal pilot program
 - What is notably NOT in the bill
 - No changes were made to the federal truck size or weights
 - Minimum crew size mandates
 - LNG by rail prohibition
 - Restrictive labor provisions
 - Yardmaster HOS

CONGRESSIONAL HEARINGS

- May 25, 2022. The House Committee on Appropriations held a FY 2023 Member Day hearing to discuss member priorities in the FY 2023 Transportation/Housing and Urban Development appropriations bill. Committee [Link](#).
- May 25, 2022. Senate Committee on Commerce, Science and Transportation convened an Executive Session to consider several pieces of legislation, including: the “Transportation Fuel Market Transparency Act” ([S 4217](#)), et al. [Committee Link](#). The bill was favorably reported by the Committee on May 25, 2022
- May 12, 2022. The House Committee on Transportation and Infrastructure, Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing to discuss and receive testimony on, “Board Member Views on Surface Transportation Board Reauthorization.” [Committee Link and Testimony](#). **Covered by TGA AMS – summary available upon request**
- May 10, 2022. The House Committee on Appropriations, Subcommittee on Transportation, and Housing and Urban Development, and Related Agencies held a hearing to discuss and receive testimony on, “FY 2023 Budget Request for the Department of Transportation.” Witness, Pete Buttigieg – US DOT Secretary. [Committee Link and Testimony](#). **Covered by TGA AMS – summary available upon request**
- May 3, 2022. The Senate Committee on Commerce, Science and Transportation held a hearing to discuss and receive testimony on, “Department of Transportation FY 2023 Budget Priorities.” Witness, Pete Buttigieg – US DOT Secretary. [Committee Link and Testimony](#).

U.S. DEPARTMENT OF TRANSPORTATION/FRA

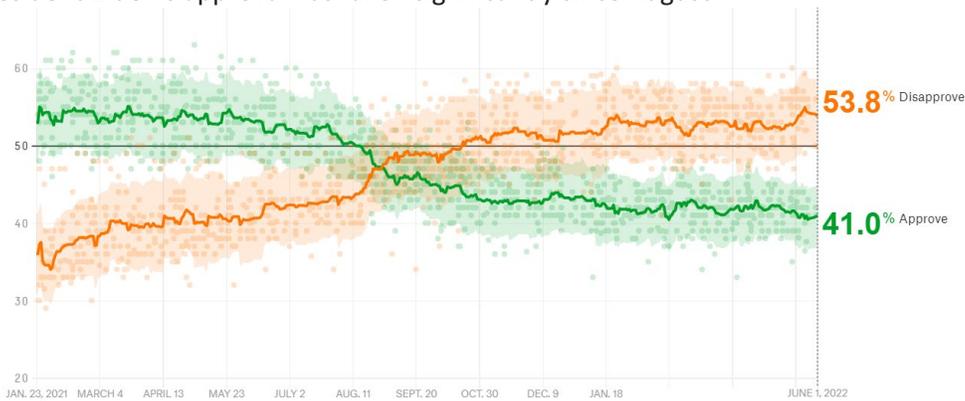
- May 19, 2022. The [Federal Railroad Administration](#) (FRA) released its “[2021 Fiscal Year Enforcement Report](#).” The report summarized regulatory compliance inspections and audits that FRA or state inspectors participating in FRA’s rail safety program conducted during the past FY, as well as civil penalty enforcement actions arising from them. In FY 2021, over 70,000 inspections were conducted to assess railroad compliance with regulations and laws governing

track, motive power and equipment, operating practices, signal and train control, hazardous materials, and others.

- May 13, 2022. The Federal Emergency Management Agency (FEMA) issued a Notice of Funding Opportunity (NOFO) making available \$93 million for the [FY 2022 Transit Security Grant Program](#). Eligible public transportation systems including intra-city bus, ferries, and all forms of passenger rail transportation. The program objective is to provide funds to eligible public transportation systems (which include intra-city bus, ferries, and all forms of passenger rail) to protect critical transportation infrastructure and the travelling public from terrorism, and to increase the resilience of the transportation infrastructure itself. See Fact Sheet [here](#) and FAQs [here](#). Link to a list of all FEMA Preparedness Grants [here](#). **Applications are due on June 13, 2022.**
- May 13, 2022. The Federal Railroad Administration (FRA) [issued a notice](#) to establish the [Corridor Identification and Development Program](#). The Corridor ID Program was required by the IJA signed into law on November 15, 2021, to facilitate the development of intercity passenger rail corridors. The FRA is encouraging eligible entities to submit expressions of interest in the Corridor ID Program, and the FRA plans to publish a notice soliciting proposals by eligible entities to participate in the Corridor ID Program in the last quarter of calendar year 2022 – that notice may include funding opportunities. Eligible entities include: 1.) Amtrak; 2.) States; 3.) groups of States; 4.) entities implementing interstate compacts; 5.) regional passenger rail authorities; 6.) regional planning organizations; 7.) political subdivisions of a State, et al. FRA will provide funding (*FRA is authorized to use up to 5 percent of the funding made available for the Federal-State Partnership for Intercity Passenger Rail grants program to carry out planning and development activities*) through cooperative agreements with eligible entities, and will require not less than a 20 percent non-Federal share of eligible costs.
- May 11, 2022. The Federal Transit Administration (FTA) has [named Veronica Vanterpool](#) as Deputy Administrator. Vanterpool has served as Senior Advisor in the FTA Office of the Administrator since August 2021. Vanterpool joined the FTA from Delaware Transit Corporation where she served as its first chief innovation officer where she helped launch the state’s first on-demand micro-transit service, DART Connect.
- May 3, 2022. President Joe Biden [announced](#) his intent to nominate (the nominations of all of the following five individuals were [sent to the Senate](#) on 5/3/22) the following five individuals to serve as members of the Amtrak Board of Directors: David Capozzi, Anthony Coscia, Christopher Koos, Samuel Lathem, and Robin Wiessmann. Note: There are three remaining seats on the Amtrak Board that are still awaiting nominations. The current Amtrak Board of Directors is as follows: Mr. Stephen [Gardner](#), Amtrak President and CEO, Mr. Christopher [Beall](#), M. Yvonne [Brathwaite Burke](#), Mr. Thomas [Carper](#), Mr. Anthony [Coscia](#) – Chairman of the Board, Mr. Albert [DiClemente](#), Mr. Jeffrey [Moreland](#) – Vice Chairman of the Board and US DOT Secretary Pete Buttigieg. See Amtrak Board of Directors (Title 49 §24302) composition [here](#).
- April 28, 2022. Operation Lifesaver Inc., in partnership with the Federal Railroad Administration (FRA) and the Posner Foundation of Pittsburgh, has [awarded \\$245,525 to 14 states](#) for rail safety public awareness campaigns. The FRA is contributing \$200,525 to projects in California, Indiana, Louisiana (partial funding), Mississippi, Missouri, New Jersey, New York, North Carolina, Ohio, South Carolina and Texas. The Posner Foundation is contributing \$45,000 to projects in Alabama, Louisiana (partial funding), Pennsylvania and Washington. The grants will fund a variety of crossing safety and trespass prevention public education projects to be conducted in conjunction with OLI's observance of Rail Safety Week September 19-25, 2022.

POLITICAL ENVIRONMENT

- President Biden's approval has fallen significantly since August



- Current split in the 117th Congress
Senate: **50 Democrats** – **50 Republicans** (VP Harris the tiebreaker)
House: **221 Democrats** – **209 Republicans**
- As we near 2022 elections, Republicans feel good about their odds to retake Congressional majorities next year and the polls are beginning to reflect that
 - Primary elections across the country are in full swing
 - Maps for the next decade are now mostly approved across the country by legislature or commission in preparation for upcoming primary elections
- Wave of Democratic retirements expected to continue (already 31 House Dems [have announced](#) their retirement)